

The Hongkong Telegraph.

No. 2734.

MONDAY, JANUARY 5, 1891.

SIX DOLLAR PER QUARTER

Banks.

RULES OF THE HONGKONG SAVINGS BANK.

1. THE BUSINESS of the above BANK will be conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION, on their premises in Hongkong, Business Hours on WEEK-DAYS, 10 to 4 SATURDAYS, 10 to 12.
2. SUMS LESS THAN \$1, OR MORE THAN \$250 at one time will not be received. No Depositor may deposit more than \$2500 in any one year.
3. DEPOSITORS in the SAVINGS BANK, having \$200, or more, at their credit may at their option transfer the same to the HONGKONG AND SHANGHAI BANKING CORPORATION on fixed deposit for 12 months at 4 per cent per annum interest.
4. INTEREST at the rate of 3 1/2 per annum will be allowed to Depositors on their daily balances.
5. EACH DEPOSITOR will be supplied gratis with a PASS-BOOK, which must be presented with each payment or withdrawal. Depositors must not write any entries themselves in their PASS-BOOKS, but should send them to be written up at least twice a year, about the beginning of January and beginning of July.
6. CORRESPONDENCE as to the Business of the Bank, if marked ON HONGKONG SAVINGS BANK BUSINESS, will be forwarded free by the various British Post Offices in Hongkong and China.
7. WITHDRAWALS may be made on demand, but the personal attendance of the Depositor, or his duly appointed Agent, and the production of his PASS-BOOK, are necessary.

FOR THE HONGKONG AND SHANGHAI BANKING CORPORATION.
F. DE BOVIS,
Acting Chief Manager.
Hongkong, 1st January, 1891.

THE NEW ORIENTAL BANK CORPORATION, LIMITED.

AUTHORISED CAPITAL £2,000,000.
PAID-UP CAPITAL £500,000.

LONDON:
Head Office, 40, Threadneedle Street.
West End Office, 25, Cockspur Street.
BRANCHES IN INDIA, CHINA, JAPAN AND THE COLONIES.

THE BANK receives MONEY ON DEPOSIT, Buys and Sells BILLS OF EXCHANGE, ISSUES LETTERS OF CREDIT, forwards BILLS for COLLECTION, and Transacts Banking and Agency Business generally, on terms to be had on application.

INTEREST ALLOWED ON DEPOSITS:
Fixed for 12 months, 5 per Cent. per Annum.
" 6 " 4 " "
" 3 " 3 " "
ON CURRENT DEPOSIT ACCOUNTS a per Cent. per Annum on the Daily Balance.
E. W. RUTTER, Manager.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL £1,168,062 50
RESERVE FUND £5,482,127 00
RESERVE LIABILITY OF PROPRIETORS £1,168,062 50

COURT OF DIRECTORS:—
CHAIRMAN—H. L. DALRYMPLE, Esq.
DEPUTY CHAIRMAN—J. S. MOSES, Esq.
T. E. DAVIES, Esq. A. MCCOMACHE, Esq.
W. H. FORBES, Esq. S. C. MICHAELSEN, Esq.
H. HOPKINS, Esq. L. POINCELOT, Esq.
Hon. J. J. KEWICK, D. R. SASSOON, Esq.

ACTING CHIEF MANAGER.
HONGKONG—F. DE BOVIS, Esq.
MANAGERS.
SHANGHAI—JOHN WALTER, Esq.
LONDON BANKERS—LONDON AND COUNTY BANK.

HONGKONG—INTEREST ALLOWED.
ON CURRENT DEPOSIT ACCOUNT at the rate of 2 per cent. per Annum on the daily balance.

ON FIXED DEPOSITS:—
For 12 months, 5 per Cent. per Annum.
For 6 months, 4 per Cent. per Annum.
For 3 months, 3 per Cent. per Annum.
LOCAL BILLS DISCOUNTED.

CREDITS granted on approved Securities, and every description of BANKING and EXCHANGE business transacted.
DRAFTS granted on London, and the chief commercial places in Europe, India, Australia, America, China and Japan.

F. DE BOVIS,
Acting Chief Manager.
Hongkong, 1st January, 1891.

THE HONGKONG LAND INVESTMENT AND AGENCY COMPANY, LIMITED.

SUBSCRIBED CAPITAL £1,000,000.
PAID-UP CAPITAL £200,000.
RESERVE FUND £1,250,000.

BOARD OF DIRECTORS.

Hon. J. J. KEWICK, Chairman.
Hon. C. P. CHATER, Vice-Chairman.
LEE SING, Esq.
S. C. MICHAELSEN, Esq.
J. S. MOSES, Esq.
G. E. NOBLE, Esq.
POON POON, Esq.
D. R. SASSOON, Esq.

THE HONGKONG & SHANGHAI BANKING CORPORATION.

MONEY advanced on Mortgage on Land and Buildings.
Properties purchased and sold.
Estates managed and all kinds of Agency and Commission business relating to land, etc. conducted.
Full particulars can be obtained at the Company's Office, No. 1, Queen's Road Central.
A. SHELTON HOOPER, Secretary.
Victoria Buildings, Hongkong, 3rd May, 1891.

Intimations.

A. S. WATSON & CO., LD.

(Established A.D. 1841).

THE HONGKONG DISPENSARY.

WHOLESALE AND RETAIL DRUGGISTS.
ANALYTICAL.
FAMILY, DISPENSING, and GENERAL CHEMISTS.
PATENT MEDICINE PROPRIETORS.
SEEDSMEN.
WINE and SPIRIT MERCHANTS.
CIGAR IMPORTERS, &c., &c.

Manufacturers of
AERATED WATER
By Steam Machinery.

PHOTOGRAPHIC DRY PLATES.
Apparatus, Chemicals, and Materials of all kinds suitable for Amateurs and Professionals, at Moderate Prices.

We beg to state that we import Drugs, Chemicals, and Goods of every kind of the best description only—no other quality is kept in stock.

Our long experience and intimate acquaintance with the Trade, and the best sources of supply, enable us to purchase direct from the Producers on the very best terms, and thus to offer our customers the benefit of a considerable reduction in the price of all our Specialities as compared with similar articles sold elsewhere.

We wish to be clearly understood that our prices cannot be beaten by any other firm in the Colony, and we trust that our goods become generally known that quality for quality, our charges all round compare favourably with local rates, and in most instances with those ruling at home.

Experienced qualified English Assistants ONLY are employed in the preparation and dispensing of Medicines.

GOODS FOR COAST PORTS.
Whenever practicable, are despatched by first steamer leaving after receipt of order. Most articles can now be sent by the local Parcel Post. All retail orders of the value of five dollars and over, are sent freight or postage paid.

Orders through Local Post or by Telegram receive prompt attention.

A. S. WATSON & CO., LD.
THE HONGKONG DISPENSARY.
HONGKONG.

BRANCH ESTABLISHMENTS.

A. S. WATSON & CO., LIMITED.

THE SHANGHAI PHARMACY, SHANGHAI,
24, Nanhai Road.

BOTICA INGLEZA, MANILA,
Escuela, 14.

THE CANTON DISPENSARY, CANTON,
Canal Road.

THE DISPENSARY, FOCHOW.

THE DISPENSARY HANKOW.

THE DISPENSARY, TIENTSIN.

LONDON OFFICE,
166, Fenchurch Street, E.C.
Hongkong, 16th April, 1890.

GOVERNMENT NOTIFICATION.

INFORMATION has been received from the Military Authorities that ARTILLERY PRACTICE will take place from the East and South Shore Batteries, Stonecutters Island, from the 8th to 20th January next, both days inclusive, between the hours of 9 a.m. and 5 p.m. daily.

The line of fire will be in a South-westerly direction from the Battery.

All Ships, Junks, and other Vessels are cautioned to keep clear of the range.

By Command,
F. FLEMING,
Colonial Secretary.

Colonial Secretary's Office,
Hongkong, 20th December, 1890.

THE KOWLOON LAND AND BUILDING COMPANY, LIMITED.

NOTICE is hereby given that the Second General Meeting of SHAREHOLDERS will be held at the Company's Office No. 4, Queen's Road Central, on MONDAY, the 19th January, 1891, at 12 o'clock, noon, for the purpose of receiving the Report of the Board of Directors together with a Statement of Accounts for the twelve months ending 31st December, 1890.

The TRANSFER BOOKS of the Company will be CLOSED from Monday the 12th to Monday the 19th inst., both days inclusive, during which period no transfer can be registered.

A. SHELTON HOOPER,
Secretary to the Hongkong Land Investment and Agency Co., Ltd.
Agents for the Kowloon Land and Building Co., Ltd.
Hongkong, 2nd January, 1891.

THE HONGKONG BRICK AND CEMENT COMPANY, LIMITED.

NOTICE is hereby given that a CALL of 3s 1/2 per Share in the above Company is payable on or before the 15th day of February, 1891, and that all persons not having paid the amount of their Calls will be charged Interest at the rate of 12 per cent. per annum from due date until payment in accordance with the Articles of Association.

W. H. WALKER,
Secretary.
Hongkong, 1st January, 1891.

THE HONGKONG & KOWLOON WHARF AND GODOWN COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE undersigned is prepared to purchase FRACTIONAL CERTIFICATES at current market rates. Persons holding same and desiring to apply at the Company's Office No. 1, Queen's Road Central.
A. SHELTON HOOPER,
Secretary.
Hongkong, 2nd December, 1890.

Intimations.

KELLY & WALSH, LD.

AGENTS IN HONGKONG AND CHINA FOR THE

"MERRITT" TYPE WRITER.

PRICE \$20.00.

ALTHOUGH the "Merritt" cannot be manipulated so rapidly as the "Remington," "Hammond" and other high priced machines, a fair rate of speed may be obtained with a little practice, whilst the work produced is just as effective and the cost nearly one eighth of that of its competitors.

There is nothing to learn, the mechanism is of the simplest kind; and it is almost impossible to get out of order. COMPLETE for \$30. It may be seen at work at our store. Received per English Mail, Christmas Numbers of the "Graphic," "Illustrated London News," "Illustrated Sporting and Dramatic News," "Yule Tide," "Ladies Pictorial," Pictorial World, Arrow's Magazine, Art Annual, "N.B.—The Pictorial" are not spoiled by crushing.

BOOKS OF THE DAY.
General Booth's "In Darkest England,"
Froude's Life of Lord Beaconsfield,
Caine's Pictorial India,
Marion Crawford's "A Cigarette Maker's Story."

A few copies of each of the above are to hand by the mail, and large supplies ordered in anticipation, will be here shortly. Orders should be sent in to us early.

KELLY & WALSH, LIMITED,
QUEEN'S ROAD CENTRAL HONGKONG.

Hongkong, 10th December, 1890.

W. POWELL & CO.

EX S.S. "PALINURUS"

SPECIALITIES IN

BALL COSTUME MATERIALS.

GILT & SILVER TRIMMINGS for FANCY COSTUMES.

W. POWELL & CO.

Hongkong, 3rd January, 1891.

CALDBECK, MACGREGOR & CO.

WINE AND SPIRIT MERCHANTS,
ALE AND STOUT MERCHANTS.

Hongkong—13, Queen's Road.

ESTD. 1884.

BASS & Co. (E. & J. Burke).

PILSENER ("Tankard" chop).

JAPAN ("Yebisu").

MILWAUKEE (J. Schlim & Co.)

GUINNESS (E. & J. Burke).

GUINNESS (Woodfield).

REID'S LONDON STOUT.

Hongkong, 1st December, 1890.

PIANOS ON HIRE. A. HAHN. GRAND CHRISTMAS SHOW OF PIANOS FOR SALE.

TOYS and other useful PRESENTS.

XMAS-TREE-DECORATIONS.

SWEETS and BONBONNIERES.

Quality Superb. Open daily: (Sundays excepted) from 9 a.m. to 10 p.m.

Prices very moderate.

No. 2, PEDDERS STREET.

W. BREWER.

HAS JUST RECEIVED

WORKS of late Dr. John Henry Newman new and cheaper editions.
Locks Mining and Ore Dressing Machinery.
Jones-Asbestos its properties and occurrences.
Studies in the Poetry of Robert Browning.
Woodwards Gardening in India.
Burnside's Guide to Home.
Stein's Modern Chess.
First Cutting and Wood Carving.
Acting Charades.

Photographic Holiday Work.
The Colonists Medical Handbook.
Magazine of Art Vol. for 1890.
Wall Map of China.
5 Strong Champion Banjos and Vox Humana Accordeons.
Brown Leather Shoes.
Dancing Pumps.
Ladies Walking and Dancing Shoes.

W. BREWER,
UNDER HONGKONG HOTEL.

Hongkong, 30th December, 1890.

LANE, CRAWFORD & CO.

NEW SADDLERY.

BUCKSKIN RACING SADDLES,
HACK SADDLES,
LADIES' SADDLES,
SADDLE CLOTHS, WEIGHT CLOTHS, PONY CLOTHING,
JOCKEY WHIPS, DRIVING WHIPS,
PONY HARNESS,
SIRINGLES, GIRTHS, BRIDLES, STIRRUP LEATHERS and WEBS,
SADDLERS' GOODS and STABLE REQUISITES of all kinds.
RIDING BOOTS, JOCKEY BOOTS, BOOTS, TOPS,
SADDLE PASTE, VARNISH, BOOT TOP LIQUID

HONGKONG AND SHANGHAI BANKING CORPORATION.

Hongkong, 20th December, 1890.

CRUICKSHANK & CO., LD.

FAMILY AND DISPENSING CHEMISTS,
AND
Commission Agents.

ALWAYS in stock our usual well-known Brands of WINES and SPIRITS, and

"SPECIALLY BLENDED LIQUEUR WHISKY."

"P.E.P.S.A.L.E."

The new digestive Condiment used as ordinary Salt with meals.

THEATRICAL REQUISITES—Spirit Gum, Grease Paints, Rouge, &c., &c.

Triplicate Mirrors, Ladies' Cutlery, Companions, Ladies' Gentlemen's Chest Expanding Bricks.

Sole Agents for "HEATH'S EMPLASTUM" an efficacious and infallible remedy for poisons suffering from "Sander's" "Caustic" "Seedy" "Thrush" &c.

Hongkong, 19th December, 1890.

ROBERT LANG & CO.

TAILORS, HATTERS, SHIRTMAKERS, AND GENTLEMEN'S OUTFITTERS.

NEW HATS.

CHRISTY'S and HEATH'S Black, Brown and Grey FELT HATS,
DOUBLY and SINGLE THERMAL and other SOFT FELTS,
Best English-made STRAW HATS,
LADIES' FELT HELMETS and various styles of headgear and
CALCUTTA BATH HATS and various styles of headgear and
TWEED CAPS, and a large stock of
ROBERT LANG & CO.,
HONGKONG, 26th July, 1890.

Notices of Firms.

NOTICE.

WE have to-day established a BRANCH of our Firm at Hongkong, "Connaught House," Nos. 4 and 5.
Mr. HERMANN MEYERINK has been authorized to sign the name of our Firm at Hongkong by procuration.

WM. MEYERINK & Co.
Shanghai, 1st January, 1891.

NOTICE.

MR. PETER KARBURG retired from our Firm on 31st December, 1890.
ARNHOLD, KARBURG & Co.
Hongkong, 1st January, 1891.

NOTICE.

THE INTEREST and RESPONSIBILITY of the late Mr. CARL WILHELM ROST in our Firm ceased on the 10th September, 1890.
Mr. CARL AUGUST ERNST MAX FRIEDRICH has been authorized to sign our Firm by procuration from this date.
CARLOWITZ & Co.
Hongkong, 1st January, 1891.

NOTICE.

THE INTEREST and RESPONSIBILITY of the late Mr. ERNEST DEACON in our Firm ceased on the 31st December, 1890.
DEACON & Co.
Canton, 1st January, 1891.

NOTICE.

MR. ERNST RICHARD FUHRMANN has this day been admitted a Partner in our Firm.
FRUTER BROCKELMANN & Co.
Hongkong, 1st January, 1891.

NOTICE.

MR. A. KOREF and Mr. A. HAUPT are authorized to sign our Firm from to-day.
MELCHERS & Co.
Hongkong, 1st January, 1891.

NOTICE.

THE INTEREST and RESPONSIBILITY of Mr. NISSIM DAVID EZEKIEL in our Firm ceased on the 23rd December, 1890.
EZEKIEL & JOSEPH.
Hongkong, 31st December, 1890.

WITH reference to the above the Under- signed will carry on the business under the style of JOSEPH & LEVY and liquidate all outstanding accounts of the above Firm.
E. H. JOSEPH,
S. E. LEVY.

Hongkong, 1st December, 1890.
HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE is hereby given that I have this day handed over charge of the Head Office of this Bank to Mr. F. DE BOVIS.
By Order of the Court of Directors,
T. JACKSON,
Chief Manager.
Hongkong, 1st January, 1891.

Insurances.

EXAMPLES OF THE COST OF ASSURANCE TO A MAN AGED 30.

NEXT BIRTHDAY.

£1,000. STC. payable at death, would cost per quarter at the rate of—

£5 18 0 (a) If premiums are payable for whole of life

or £9 11 6 (b) If premiums are limited to 20 years

or £11 4 6 (c) If premiums are limited to 15 years

or £13 0 0 (d) If the Sum Assured is made payable at age 50, or at death, if previous.

Secured payments.

The same provisions if commenced at age 40

n.b. would cost respectively £4,875 0, (£11,5 5 6), (£13 2 4), (£17 2 8) per quarter.

ADAMSON, BELL & Co.,
Agents.

STANDARD LIFE OFFICE.

GENERAL LIFE AND FIRE ASSURANCE COMPANY IN LONDON.

THE Undersigned having been appointed Agents for the above Company, are prepared to ACCEPT RISKS against FIRE and LIFE at Current Rates, and to issue POLICIES.

REUTER, BROCKELMANN & Co.,
Hongkong, 1st July, 1890.

THE EQUITABLE LIFE ASSURANCE SOCIETY.

OF THE UNITED STATES.

Agents, RUSSELL & Co.,
Hongkong, 14th November, 1890.

THE MAN ON INSURANCE COMPANY, LIMITED.

CAPITAL SUBSCRIBED £1,000,000.

The above Company is prepared to accept MARINE RISKS at Current Rates on Goods, etc. Policies granted to all Ports of the world payable at any of its Agencies.

WOO LIN YUEN,
Secretary.

HEAD OFFICE, No. 2, QUEEN'S ROAD WEST, Hongkong, 1st February, 1891.

GENERAL NOTICE.

THE ON TAI INSURANCE COMPANY, (LIMITED),

CAPITAL—TAKES 600,000, £233,333 33.

RESERVE FUND £125,000.

VIETNAM, BOARD OF DIRECTORS.

LEE SHU, Esq. LO YUKE MOON, Esq.

LOO TAO SHUN, Esq.

MANAGER—HO ANG.

MARINE RISKS on GOODS, etc. taken at Current Rates in all parts of the world.

HEAD OFFICE, 2, QUEEN'S ROAD WEST, Hongkong, 17th December, 1890.

Shipping.

STEAMERS.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship

"HAIPHONG."

Captain Harvik will be despatched for the above Ports, TO-MORROW, the 6th instant, at DAYLIGHT.

For Freight or Passage, apply to

DOUGLAS LARRAIK & Co.,
General Managers.

Hongkong, 1st January, 1891.

NAVIGAZIONE GENERALE ITALIANA (FLORIO AND RUBATTINO UNITED COMPANIES).

STEAM FOR SINGAPORE, PENANG AND BOMBAY.

having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, GEGHORN, and GENOA; all MEDITERRANEAN, ADRIATIC, LIGURIAN, and SOUTH AMERICAN Ports.

Up to CALAO: Taking Cargo at through rates to PERSIAN GULF and BAGDAD.

THE Company's Steamship

"BORMIDA."

C. Gavazzo, Master, will be despatched as above TO-MORROW, the 6th instant, at NOON.

At Bombay the Steamers are discharging in Victoria Dock.

For further particulars regarding Freight and Passage, apply to

CARLOWITZ & Co.,
Agents.

Hongkong, 1st January, 1891.

NIPPON YUSEN KAISHA.

FOR SINGAPORE, SYDNEY, AND MELBOURNE.

(Calling at JAPA PORTS, and taking through Cargo for ADELAIDE, NEW ZEALAND, and TASMANIA).

THE Company's Steamship

"MIKE MARU."

Captain J. B. Macmillan, will be despatched for the above Ports, TO-MORROW, the 6th instant, at NOON.

Eastern Bermuda. The settlers and resident merchants to their credit opposed his designs, and during his term of office kept him in a constant state of altercation. At one time the three English nominees Members of Council rose in a body and left the Chamber. But by dint of red-tapeism and the management of a clique, which some Governors seek to get and keep about them, and by taking advantage of the absence of those whom he knew would oppose his measures, he succeeded in running through the local Council 136 Acts, entirely subverting the law as it existed previously. Thus, at the present time, the Governor of Singapore and a local magistrate exert more power than Her Majesty the Queen and the Lord Chief Justice of England combined!

It was in the midst of the lively times which the operations of law-making had brought about, that a "bully Scotchman" was accused of an offence, which the local Government mandates had made penal. The accused put himself upon the country and the Grand Jury tried the Bill out. The Governor then set himself about to demolish the Grand Jury and in this work invoked and secured the aid of Sir William Hackett, Judge of Penang, and Mr. Sidgreaves, the newly appointed Chief Justice of Singapore. A Public Meeting was held on September 1873 against the abolition of the Grand Jury, at which Messrs. W. H. Read, Woods, Ramsey, Scott, William Wood, A. Alcherson, and J. D. Vaughan were speakers, and resolutions passed that were subsequently forwarded to the Home Government through the Penang Association. The Governor and his party got up a counter petition against these defenders of liberty, and from the absence or death of some of the principal settlers about that time, was enabled to carry his point. When the Bill was before the Legislative Council, and the English nominee members found their opposition was not treated with becoming respect, they then rose in a body and left the Chamber. The Governor and his Council, with Sir William Hackett and Mr. Thomas Sidgreaves as members, passed what has since been known as the Courts Ordinance, constituting a Judge and Jury of seven a legal tribunal, and a majority of one a verdict, if the Judge agrees with it. It does not, he can discharge the Jury and empanel another, and ask them to give a verdict upon the written evidence taken before the previous Jury, and continue to do so till he gets a verdict. Further, all the evidence against an accused person is submitted to and read by the Judge before the trial comes on, and the principles of this unfair measure against freedom were adopted by the Official Council of Hongkong, since which date these two Colonies have "followed my leader" in the matter of law making.

The movement now set on foot at Hongkong, has for its object the inauguration of a Court of Appeal in cases of criminal injury or civil wrong, and has been started by the late miscarriage of justice in the Fraser-Smith trial. We would, however, urge upon the residents of Hongkong that island rather to seek to remove the present local Ordinances that embody those clauses which deprive an Englishman of the same rights and liberties that he would enjoy in the city of London. Restore the Grand Jury, the Palladium of English liberty—the Petit Jury of Twelve; deprive the Judges of their usurped authority and finally, the officials of their inclusive power—and they need nothing more. The residents of Hongkong have the power in their own hands and should therefore see that the present pernicious jury system be done away with as soon as possible.

THE BURNING OF THE "SHANGHAI"

A PASSENGER'S EXPERIENCES.

The *Shanghai Mercury's* account of this disaster was supplied by Mr. Kniffier, the only European passenger on board. It is as follows:—
All went well until about 7 a.m. on the 25th December. At that time Mr. Kniffier was out on deck, and in a loose dressing gown, to call his boy, a Japanese, and look after a couple of sporting dogs he had on board. He had scarcely roused the boy, and liberated the dogs, when he saw a great crowd of Chinese passengers and some sailors running along the deck in an apparently frantic state. Two of the sailors jumped down one of the hatches, from which one of them immediately reappeared, dragging the fire hose after him. Mr. Kniffier's first impression was that the captain was exercising the men in fire drill, and it did not strike him that anything was really wrong for some moments, until he saw the captain rush out of the saloon in his pyjamas, and call out something exactly into the engine-room. The hose was by this time stretched along the deck, but there was no water in it. Turning quickly to speak to the captain, Mr. Kniffier next saw dense smoke issuing from the after hold, and then realised that the ship was on fire. He called out to the pilot, who was on the bridge, to beach the ship, but the pilot replied, "It is all right, sir," and before Mr. Kniffier could say anything else, the captain rushed up to him and said "Save your life, save your life!" Mr. Kniffier ran to the Japanese attendant, and with him, and to secure some valuable papers relating to the estate of the bankrupt Krips in which Mr. Kniffier is the liquidator, but he could not succeed in the latter, for although it was only a few minutes after he saw the first signs of alarm the hatches had fallen in, giving air to the smouldering mass of cargo in the hold, and the ship was fairly ablaze. Mr. Kniffier says the two Japanese were panic-stricken; he had to carry them by the back of his bunk in his arms, and drop down a line which was hanging overboard into the water, calling to the other Japanese to follow. By this time the vessel had been beached near a place called C-Ching, about 30 miles above Chinkiang, and the water here Mr. Kniffier got into it was three or four feet deep. He half swam, half waded ashore, carrying the inanimate Japanese, and on landing was surrounded by a crowd of the Chinese who were lining the beach, evidently intent on plunder. The steamer was now one mass of flames from stem to stern, and all who could manage to do so had quitted her, but the Chinese passengers appeared to be paralyzed by terror, and could not do the slightest thing to save themselves. A great number of them had gathered on the paddle-box, where they could be seen from the shore, standing motionless, and dropping one by one into the scudding flames. The conduct of the Chinese spectators was dreadful. While those on the river in boats of which there were a great number, including a mandarin gumbie, a steam launch flying the Imperial Dragon flag, and a couple of dozen fishing boats passing the burning steamer, made the slightest effort to help the poor wretches on board, or save those who had been happy enough to be able to choose death by drowning to death by the flames, and had gotten into the water, where they were helplessly drifting. The villagers on shore, who appeared to be of a different behaviour by the district soldiers plundered those who reached the land, stripping them of their very clothing, and in some instances, it is alleged, throwing them back naked into the water while alive. Mr. Kniffier was surrounded by a swarm of these scoundrels, one of whom caught hold of his dressing gown and endeavored to tear it from him, while another tried to serve the Japanese in the same way.

but Mr. Kniffier struck out right and left, and upset two of the ringleaders. The others then were closing in, and there would probably have been bloodshed had not Mr. Kniffier and those with him been drawn away by some of the *Shanghai's* crewmen, who had swam ashore. "Some time after Mr. Kniffier and his two attendants, in company with the second officer, and third engineer of the *Shanghai*, got a boat and set out for Chinkiang, but the boatmen put them ashore at a small village a couple of miles from where the *Shanghai* was beached, and left them. Here also there were some signs of disposition to plunder on the part of the villagers, but the castaways got into a house, the door of which they secured, and after a little the inhabitants of the place quieted down, and even supplied their unexpected visitors with a little food of which they were greatly in need, it being now well into the afternoon of Christmas Day, and they had nothing to eat or drink since dinner the previous evening. In a couple of hours the *Taiwo* was seen casting up, and they got into a boat, followed her, and were taken on board, where they were treated with every possible kindness. The *Taiwo* then steamed up to the *Shanghai*, and dropped her anchor close to the burning steamer about 2.30 p.m. Captain Friend rendered all the assistance in his power, and got about 30 of the native passengers on board. When she left in about an hour the hapless ship was completely gutted and burned down to the water's edge, presenting a far more terrible spectacle, it is said, than even did the *Proaching*, at the burning of which it will be remembered the *Taiwo* was also present, and rendered invaluable aid in the work of rescue.

LATER PARTICULARS.

The *Kiangsu* arrived at Shanghai on the 27th December from the Yangtze, having passed the *Shanghai* on Friday afternoon, the 26th, and anchored close to her. Some of the *Shanghai's* native passengers and crew, who were on board and were brought back to Shanghai. The wreck was still burning but the *Newchwang* was alongside pumping on the fire, in the after part of the steamer. All that remains above the water line of the *Shanghai* is the funnel, walking lock, boiler, and the paddle boxes. Many bodies were seen along the shore with a number of coffins close to them. At Chinkiang it was reported that when the *Shanghai* left that port she had on board 480 passengers, among them being a number of officials on their way to Nanking and a number of women and children, none of whom appear to have been saved.

The wreck of the *Shanghai* was afloat on Saturday afternoon, the 27th December, and the *Taiwo* was standing by her, the *Newchwang* having gone on to Wuhu. The hull had cooled down and people were seen walking on the iron deck when the *Fukue* passed down. The *Tungchow*, with the *Shanghai* in tow, is expected here this morning. The value of the *Shanghai* may be roughly put at between £15,000 and £20,000, which loss, it is understood, will fall on the owners. The cargo is estimated at about the same figure, and a comparatively small proportion of it is insured.

The *Suifu* and *Fukue*, which arrived at Shanghai on the evening of the 29th Dec., report having passed the wreck of the *Shanghai* about 3 p.m. on the 28th. She was then riding at anchor close to where she was beached by Captain Martin, when on fire, with the *Tungchow* standing by, making preparations for taking her in tow. The fire had been completely extinguished, and she is described as being nothing more than a blackened and twisted iron shell. No bodies were seen floating about at the scene of the disaster, nor other signs of the occurrence beyond the ruined ship itself. But when the *Changren* passed the scene on the afternoon of the 29th, the wreck was still smouldering, and the *Newchwang*, which was alongside, was pumping water into it. The *Changren* also saw several boats laden with the bodies of those who had perished in the disaster passing the spot. The wreck left Chinkiang at noon on the 29th in tow of the *Tungchow* for Shanghai.

The *Suifu* mentions the report that among the passengers on the ill-fated steamer *Shanghai* was a Chinese theatrical troupe on its way to Kiangling, and there were also some expert musicians, prefects, and district magistrates going to Nanking to attend the funeral of the late Viceroy Tchang Kuo-chuan.

PARNELL'S MANIFESTO.

The following is the manifesto issued by Mr. Parnell on the 28th November last and of which we have heard so much of late.

TO THE PEOPLE OF IRELAND.

"The integrity and independence of a section of the Irish Parliamentary Party having been apparently sapped and destroyed by the wire-pullers of the Liberal Party, it has become necessary for me, as the leader of the Irish nation, to take counsel with you, and having given you the knowledge which is within my possession, to ask your judgment upon a matter which now solely devolves upon you to decide. The letter of Mr. Gladstone to Mr. Morley, written for the purpose of influencing the decision of the Irish Party in the choice of their leader, and claiming for the Liberals and their leaders the right of veto upon the choice, is the immediate cause of this address to you, to the people of Ireland, and to the representatives of Ireland in the House of Commons. I have no doubt that the independence of her party as her only safeguard within the Constitution, and above and beyond all other considerations whatever, the threat in that letter, repeated so insistently on many English platforms and in numerous British newspapers, that unless Ireland consented to this right of veto to England, she would immediately postpone her chances of obtaining Home Rule, compels me, while not for a moment admitting the slightest probability of such loss, to put before you information which until now, so far as my colleagues are concerned, has been solely in my possession, and which will enable you to understand the measure of the loss which you are threatened, and which you consent to throw me to the English wolves now howling for my destruction. In November of last year, in response to a repeated and long-standing request, I visited Mr. Gladstone at Hawarden, and received details of the intended proposals of himself and his colleagues of the late Liberal Cabinet with regard to Home Rule. In the event of the next general election favoring the Liberal Party, it is unnecessary for me to do more than to direct your attention to certain points of these details which will be generally recognised as embracing elements vital for your information and the formation of your judgment. These vital points of difficulty may be suitably arranged and considered under the following heads:—

1st. The retention of the Irish members in the Imperial Parliament.
2nd. The settlement of the land or agrarian difficulty in Ireland.
3rd. The control of the Irish Constabulary.
4th. The appointment of the judiciary (including Judges of the Supreme Court, county court judges, and resident magistrates).
5th. The subject of the retention of the Irish members in the Imperial Parliament. Mr. Gladstone told me that the opinion, and the unanimous opinion, of his colleagues and himself recently arrived at, after most mature consideration of alternative proposals, was that in order to conciliate English public opinion it would be necessary to reduce the Irish representation from 105 to 35.

"Upon the settlement of the land question it was held that this was one of the questions which must be regarded as questions reserved for the control of the Irish Legislature, but at the same time Mr. Gladstone intimated that, while he would review his attempt to settle the matter by Imperial legislation on the lines of the Land Purchase Bill of 1886, he would not undertake to put any measure upon his own side or insist upon their adopting his view—in other and shorter words, that the Irish Legislature was not to be given the power of solving the agrarian difficulty, and that the Imperial Parliament would not.

"With regard to the control of the Irish Constabulary, it was stated by Mr. Gladstone, that, having regard to the necessity for conciliating English public opinion, he and his colleagues felt it would be necessary to leave this force and the appointment of its officers under the control of the Imperial authority for an indefinite period while the funds for its maintenance, payment, and equipment would be compulsorily provided out of the Irish resources.

"The period of 10 or 12 years was suggested as the limit of time during which the appointment of judges, resident magistrates, &c., should be retained in the hands of the Imperial authority.

"I have now given a short account of what I gathered of Mr. Gladstone's views and those of his colleagues, during the interview I conversed at Hawarden; a conversation which I am bound to admit was mainly monopolised by Mr. Gladstone—and pass to my own expression of opinion upon these communications which represent my views then and now. And firstly, with regard to the retention of the Irish members. The position I have always adopted, and then represented, is that with the concession of full powers to the Irish Legislature equivalent to that enjoyed by a State of the American Union, the number and position of its members on retained would become a question of Imperial concern and not of pressing or immediate importance for the interests of Ireland; but that with the important and all-embracing subject of agrarian reform, constabulary control and judicial appointments left either under Imperial control or totally unprovided for, it would be the right of madness for any Irish leader to imitate Gladstone's example and consent to disband the army which he had created by the way of victory.

"I further directed the way of victory. Influence to reconcile Irish public opinion to the gradual coming into force of the new privileges and to the postponement necessary for English opinion with regard to the constabulary control and judicial appointments; but I strongly dissent from the proposed reduction of members during the interval of probation, and I pointed out the absence of any suitable prospect of the land settlement by either Parliament as constituting an overwhelming drag upon the prospects of permanent peace and prosperity in Ireland.

"At the conclusion of the interview I was informed that Mr. Gladstone and all his colleagues were entirely agreed that, pending the General Election, silence should be absolutely preserved with regard to any points of difference on the question of the Irish members.

"I have dwelt at some length upon these subjects, but not, I think, disproportionately to their importance. Let me say, in addition, that if, and when, full powers are conceded to Ireland over her own domestic affairs, integrity, number, and independence of the Irish party will be a matter of no importance, but until this ideal is reached it is your duty, and mine to hold fast every safeguard.

"I need not say that the question—the vital and important question—of the retention of the Irish members on the one hand, and the indefinite delay of full powers to the Irish Legislature on the other, gave me great concern. The absence of any provision for the settlement of the agrarian question, of any policy on the part of the Liberal leaders filled me with concern and apprehension. On the introduction of the Land Purchase Bill by the Government at the commencement of last Session, Mr. Morley communicated with me as to the course to be adopted. Having regard to the avowed absence of any policy on the part of the Liberal leaders and party with regard to the matter of the land, I strongly advised Mr. Morley against any direct challenge of the principle of State aid land purchase, and finding that the fears and alarms of the English taxpayer to State aid by the hypothetical grant of a counter guarantee in Ireland as a counter guarantee had been assuaged, that a hopeless struggle against the principle of the measure should not be maintained, and that we should direct our sole efforts on the second reading of the Bill to the assertion of the principle of local control. In this I am bound to say, Mr. Morley entirely agreed with me; but it was at the same time much hampered, and expressed his sense of his position in that direction by the attitude of the Liberal leaders filled me with concern and apprehension. And on a subsequent interview he implied me with the necessity of meeting the second reading of the Bill with a direct negative, and asked me to undertake the motion. I agreed to this, but only on the condition that I was not to attack the principle of the measure, but to confine myself to a criticism of its details. I think this was false strategy, but it was a strategy adopted out of regard to English prejudices and Radical peculiarities. I did the best I could possible under the circumstances, and the severe and bitter debate resulting, conducted favorably with Mr. Labouchere, and recent and abortive attempt to interpolate a direct negative to the first reading of a similar Bill yesterday. Time went on, the Government allowed their attention to be distracted from the question of land purchase by the Bill for compensating English publicans, and the agrarian difficulty in Ireland was again relegated to the future of another Session.

"I was again favoured by another interview with Mr. Morley. I impressed upon him the policy of the oblique method of procedure in reference to land purchase and the necessity and importance of providing for the question of local control and of a limitation in the application of the funds. He agreed with me, and I offered to move on the first reading of the Bill an amendment in favour of this local control, advising that if this were rejected, it might be left to the Radicals on the second reading to oppose the principle of the measure. This appeared to be a proper course, and I left Mr. Morley under the impression that this would fall to my duty. But in addition, he made me a remarkable proposal, referring to the probable approaching victory of the Liberal party at the polls. He suggested some considerations as to the future of the Irish Party. He asked me whether I would be willing to assume the office of Chief Secretary to the Lord Lieutenant of Ireland; or to allow another member of my party to take the place of him. He also put before me the desirability of filling the seats of the law officers of the Crown in Ireland by a legal member of my party. I told him, amazed as I was at the proposal, that I could not agree to forfeit in any way the independence of the party or any of its members, that the Irish people had trusted me to this moment because they believed that the declaration I had made to them at Cork in 1885 was a true one, and represented my convictions and that I would on no account depart from it. I can only speak of what I know. I considered then that, after the declarations we have repeatedly made, the proposal of Mr. Morley that we should allow ourselves to be absorbed into English politics was one based upon an entire misconception of our

position with regard to the Irish constituencies and the pledges which we had given. In conclusion, he directed my attention to the "plan of campaign" clause. He said that it would be impossible for the Liberal party, when they at once agreed to do nothing for their evicted tenants by direct action; that it would be also impossible for the Irish Parliament, under the powers conferred, to do anything for them; and that, being left with a gesture of despair, he remained. "Having been in Tipperary, I do not know what to propose in regard to the matter," I told him that the question was a limited one, and that I did not see that he need allow himself to be hampered by its future consideration; that, being limited, funds would be available from America and elsewhere for the support of those tenants as long as might be necessary. That, of course, I understood that it was a difficulty, but that it was a limited one, and should not be allowed to interfere with the general interests of the country.

"I allude to this matter only because within the last few days a strong argument in many minds for my exclusion has been that, unless the Liberals come into power at the next General Election the "plan of campaign" tenants will suffer. As I have shown, the Liberals propose to do nothing for the "plan of campaign" tenants by direct action when they do come into power; but I am entitled to ask that, the support of these tenants whom I have supported in every way in the past, and whom I will continue to support in the future, should constitute a reason for my expulsion from Irish politics. I have repeatedly pledged myself to stand by these evicted tenants, and that they shall not be allowed to suffer, and I believe that the Irish people throughout the world will support me in this policy.

"Sixteen years ago I conceived the idea of an Irish Parliamentary Party, independent of all English parties. Ten years ago I was elected the leader of the Irish Parliamentary Party. During those ten years that party remained independent, and because of its independence it has forced upon the English people the necessity of granting Home Rule to Ireland. I believe that party will obtain Home Rule, only provided it remains independent of any English party. I do not believe that any action of the Irish party in supporting me will endanger the Home Rule cause or postpone the establishment of an Irish Parliament, but even if the danger with which we are threatened by the Liberal party is to be averted, as I believe it will be, I believe that the Irish people throughout the world would agree with me that a postponement would be preferable to a compromise of our national rights by the acceptance of a measure which would not realise the aspirations of our race. I have the honour to remain, your faithful servant, CHAS. STUART PARNELL."

The Press Association says:—During the last 25 hours a careful canvass has been made on behalf of the Nationalist members opposed to Mr. Parnell's retention of the leadership, with the object of ascertaining precisely how matters stand in view of the poll which is to take place next Monday. The result has been, more gratifying to the anti-Parnellite section than their most sanguine forecast had led them to anticipate. Fifty-three members are, it is said, prepared to vote against Mr. Parnell. Their names are—Messrs. W. Abraham, John Barry, J. L. Carey, P. A. Chance, J. J. Clancy, Dr. Connolly, J. J. Condon, J. R. Cox, D. Crilly, T. A. Dickson, John Dillon, Sir Thomas Esmonde, J. Flanagan, J. Flynn, Dr. Fox, J. Gahagan, T. P. Gill, T. Harrington, Mr. Healy, T. Healy, Jordan, Mr. J. Kenny, Dr. Kilbride, Dr. Knox, E. L. L. Land, J. Leahy, N. McCann, J. McCarthy, P. McDonald, B. Molloy, J. Monaghan, F. O'Brien, P. O'Brien, P. J. O'Brien, W. O'Brien, Arthur O'Connor, T. P. O'Connor, T. O. Hanlon, F. O'Keefe, T. Quinn, W. Reynolds, John Roche, T. Scallen, J. D. Sheehan, N. Sheehy, John Stack, Donald Sullivan, T. D. Sullivan, Dr. Tanner, and A. Webb.

The friends of Mr. Parnell who announce their intention of adhering to him are 25 in number, namely:—Messrs. Blane, Byrne, H. Campbell, W. J. Carey, Dr. Connolly, Dr. Crilly, E. Harrington, J. J. Condon, W. A. Keenan, J. L. Leahy, N. McCann, J. McCarthy, P. McDonald, B. Molloy, J. Monaghan, F. O'Brien, P. O'Brien, P. J. O'Brien, W. O'Brien, Arthur O'Connor, T. P. O'Connor, T. O. Hanlon, F. O'Keefe, T. Quinn, W. Reynolds, John Roche, T. Scallen, J. D. Sheehan, N. Sheehy, John Stack, Donald Sullivan, T. D. Sullivan, Dr. Tanner, and A. Webb.

"DENBIGHSHIRE." Captain Greville will be despatched as above TO-MORROW, the 6th inst., at 5 p.m. For Freight or Passage, apply to ADAMSON, BELL & Co., Agents. Hongkong, 5th January 1891.

"SHIRE" LINE OF STEAMERS. NOTICE TO CONSIGNEES. S.S. "DENBIGHSHIRE," FROM HAMBURG, ANTWERP, LONDON, PENANG AND SINGAPORE.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained. Optional Cargo will be forwarded unless notice to the contrary be given before Noon, TO-DAY. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 12th inst., will be subject to rent. All claims against the steamer must be presented to the Underwriter on or before the 12th inst., or they will not be recognised. No Fire Insurance has been effected. Bills of Lading will be countersigned by ADAMSON, BELL & Co., Agents. Hongkong, 5th January 1891.

THE BORNEO HOTEL AND STORES COMPANY, LIMITED. ESTABLISHED 1882. STORE DEPARTMENT. (Late Sandakan Store).

WHISKY, BRANDY, CHAMPAGNE, CLARET, WHITE BORDEAUX WINES, LIQUEURS, BITTERS, &c., &c. IMPORTED DIRECT FROM EUROPE.

Sole Agents for THE STRAITS & SINGAPORE AERATED WATER COMPANY'S MINERAL WATERS.

PROVISIONS. Imported direct from all the best English, Dutch, Australian, and American provisions.

FOR SHANGHAI. Captain F. Schur will be despatched for the above Port TO-MORROW, the 6th inst., at 5 p.m. Instead of as previously notified. For Freight or Passage, apply to SLEMMSEN & Co., Agents. Hongkong, 5th January 1891.

THE HONGKONG DIRECTORY. ADVERTISEMENTS for the HONGKONG DIRECTORY will be accepted up to WEDNESDAY, the 12th inst.

THE HONGKONG TELEGRAPH Office. F. BAYLEY, Manager. Hongkong, 27th December, 1890.

Intimations.

EMPIRE PALE ALE. EMPIRE XXX STOUT. OCTOBER BREW.

IN SPLENDID CONDITION.

EMPIRE PALE ALE	PINTS.....Per Dozen \$ 1.50
	QUARTS....." 2.50
	9 GALL CASK....." 6.00
EMPIRE XXX STOUT	PINTS.....Per Dozen \$ 1.60
	QUARTS....." 2.60
	9 GALL CASK....." 6.50
	18....." 12.00

Casks delivered for full when returned.

SOLE AGENTS

HONGKONG TRADING CO., LTD. (LATE THE HALL & HOLTZ CO-OPERATIVE COMPANY, LIMITED.)

37 & 39, QUEEN'S ROAD, Hongkong, 27th December, 1890.

Today's Advertisements.

"GLEN" LINE OF STEAM PACKETS.

FOR LONDON, VIA SUEZ CANAL. THE Steamship

"GLENGYLE." Captain Greville will be despatched as above, on WEDNESDAY, the 7th inst., at DAYLIGHT. This Steamer has superior Accommodation for Passengers, and carries a Doctor & Stewardess. For Freight or Passage, apply to JARDINE, MATHESON & Co., Agents. Hongkong, 5th January, 1891.

STEAM TO MANILA, VIA AMOY. THE Steamship

"NANZING." Captain Hore will be despatched as above, on WEDNESDAY, the 7th inst., at 5 p.m. This steamer has Superior Accommodation for first class Passengers. For Freight or Passage, apply to JARDINE, MATHESON & Co., Agents. Hongkong, 5th January, 1891.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAMSUI. THE Company's Steamship

"HAILONG." Captain Roach will be despatched for the above Ports, on THURSDAY, the 6th inst., at DAYLIGHT. For Freight or Passage, apply to DOUGLAS LARPAK & Co., General Managers. Hongkong, 5th January, 1891.

"SHIRE" LINE OF STEAMERS.

FOR NAGASAKI, KOBE & YOKOHAMA. THE Steamship

"DENBIGHSHIRE." Captain Greville will be despatched as above TO-MORROW, the 6th inst., at 5 p.m. For Freight or Passage, apply to ADAMSON, BELL & Co., Agents. Hongkong, 5th January 1891.

"SHIRE" LINE OF STEAMERS.

NOTICE TO CONSIGNEES. S.S. "DENBIGHSHIRE," FROM HAMBURG, ANTWERP, LONDON, PENANG AND SINGAPORE.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon, TO-DAY. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 12th inst., will be subject to rent.

All claims against the steamer must be presented to the Underwriter on or before the 12th inst., or they will not be recognised. No Fire Insurance has been effected. Bills of Lading will be countersigned by ADAMSON, BELL & Co., Agents. Hongkong, 5th January, 1891.

THE BORNEO HOTEL AND STORES COMPANY, LIMITED.

ESTABLISHED 1882. STORE DEPARTMENT. (Late Sandakan Store).

WHISKY, BRANDY, CHAMPAGNE, CLARET, WHITE BORDEAUX WINES, LIQUEURS, BITTERS, &c., &c. IMPORTED DIRECT FROM EUROPE.

Sole Agents for THE STRAITS & SINGAPORE AERATED WATER COMPANY'S MINERAL WATERS.

PROVISIONS. Imported direct from all the best English, Dutch, Australian, and American provisions.

FOR SHANGHAI. Captain F. Schur will be despatched for the above Port TO-MORROW, the 6th inst., at 5 p.m. Instead of as previously notified. For Freight or Passage, apply to SLEMMSEN & Co., Agents. Hongkong, 5th January 1891.

THE HONGKONG DIRECTORY. ADVERTISEMENTS for the HONGKONG DIRECTORY will be accepted up to WEDNESDAY, the 12th inst.

THE HONGKONG TELEGRAPH Office. F. BAYLEY, Manager. Hongkong, 27th December, 1890.

Today's Advertisements.

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES. STEAMSHIP "LENNOX," FROM GLASGOW, LIVERPOOL, PENANG AND SINGAPORE.

CONSIGNEES of Cargo are hereby informed that all goods are being landed at their risk into the Godowns of the Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained. Optional Cargo will be forwarded unless notice to the contrary be given before Noon, TO-DAY, the 5th inst. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 12th inst., will be subject to rent. All claims against the Steamer must be presented to the Underwriter on or before the 12th inst., or they will not be recognised. No Fire Insurance has been effected. Bills of Lading will be countersigned by ADAMSON, BELL & Co., Agents. Hongkong, 5th January 1891.

STEAM TO MANILA, VIA AMOY. THE Steamship

"NANZING." Captain Hore will be despatched as above, on WEDNESDAY, the 7th inst., at 5 p.m. This steamer has Superior Accommodation for first class Passengers. For Freight or Passage, apply to JARDINE, MATHESON & Co., Agents. Hongkong, 5th January, 1891.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAMSUI. THE Company's Steamship

"HAILONG." Captain Roach will be despatched for the above Ports, on THURSDAY, the 6th inst., at DAYLIGHT. For Freight or Passage, apply to DOUGLAS LARPAK & Co., General Managers. Hongkong, 5th January, 1891.

"SHIRE" LINE OF STEAMERS.

FOR NAGASAKI, KOBE & YOKOHAMA. THE Steamship

"DENBIGHSHIRE." Captain Greville will be despatched as above TO-MORROW, the 6th inst., at 5 p.m. For Freight or Passage, apply to ADAMSON, BELL & Co., Agents. Hongkong, 5th January 1891.

"SHIRE" LINE OF STEAMERS.

NOTICE TO CONSIGNEES. S.S. "DENBIGHSHIRE," FROM HAMBURG, ANTWERP, LONDON, PENANG AND SINGAPORE.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon, TO-DAY. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 12th inst., will be subject to rent.

All claims against the steamer must be presented to the Underwriter on or before the 12th inst., or they will not be recognised. No Fire Insurance has been effected. Bills of Lading will be countersigned by ADAMSON, BELL & Co., Agents. Hongkong, 5th January, 1891.

THE BORNEO HOTEL AND STORES COMPANY, LIMITED.

ESTABLISHED 1882. STORE DEPARTMENT. (Late Sandakan Store).

WHISKY, BRANDY, CHAMPAGNE, CLARET, WHITE BORDEAUX WINES, LIQUEURS, BITTERS, &c., &c. IMPORTED DIRECT FROM EUROPE.

Sole Agents for THE STRAITS & SINGAPORE AERATED WATER COMPANY'S MINERAL WATERS.

PROVISIONS. Imported direct from all the best English, Dutch, Australian, and American provisions.

FOR SHANGHAI. Captain F. Schur will be despatched for the above Port TO-MORROW, the 6th inst., at 5 p.m. Instead of as previously notified. For Freight or Passage, apply to SLEMMSEN & Co., Agents. Hongkong, 5th January 1891.

Mails.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, ISMAILIA, PORT SAID, MALTA, GIBRALTAR, MARSEILLES, BRINDISI, TRIESTE, VENICE, PLYMOUTH, AND LONDON.

BOMBAY, MADRAS, CALCUTTA AND AUSTRALIA.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR BATAVIA, PERSIAN GULF PORTS, MARSHALLS, TRINIDAD, HAMBURG, NEW YORK AND BOSTON.

SPECIE ONLY LANDED AT PLYMOUTH.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship "SUTLEY" Captain W.D. Worcester, R.N.R., with Her Majesty's Mails, will be despatched from this for LONDON, via BOMBAY & SUEZ CANAL on THURSDAY, the 8th instant, at NOON.

Cargo will be received on board until 4 P.M., and parcels and specie (Gold) at the Office until 4 P.M., on the day before sailing.

Silk and Valuables for Europe will be transhipped at Colombo. General Cargo for London will be conveyed via Bombay without transhipping, arriving one week later than by the ordinary direct route via Colombo.

Tea will be sent either via Bombay or Colombo, according to arrangement.

For further particulars regarding FREIGHT and PASSAGE apply to the PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Office, Hongkong.

The Contents and Value of Packages are required to be declared prior to shipment. Shippers are particularly requested to note the terms and conditions of the Company's Black Bills of Lading.

This Steamship takes Cargo and Passengers for Marseilles.

E. L. WOODIN, Superintendent.

P. & O. S. N. Co.'s Office, Hongkong, 2nd January, 1891.

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.

VIA THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

THE Steamship

"GAELIC" will be despatched for San Francisco, via Yokohama, on SATURDAY, the 10th January, at 1 P.M.

Connection will be made at Yokohama with Steamers from Shanghai and Japan Ports.

All PARCEL PACKAGES should be marked to address in full, and name will be received at the Company's Office until FIVE P.M. the day previous to sailing.

First-class fares granted as follows:—To San Francisco, \$225.00; To San Francisco and return, \$395.75; available for 6 months.

To Liverpool, \$25.00; To London, \$32.00; To other European Ports at proportionate rates.

Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese Customs, to be obtained on application.

Passengers by this line have the option of proceeding Overland by the Southern Pacific and Connecting Lines, Central Pacific, Northern Pacific or Canadian Pacific Railways.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10 per cent. This allowance does not apply to those travelling from China and Japan to Europe.

Consular Invoices to accompany Cargo destined to Ports beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Passage or Freight, apply to the Agency of the Company, No. 104, Queen's Road Central.

C. D. HARMAN, Agent.

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamship

"CHINA" will be despatched for SAN FRANCISCO, via YOKOHAMA, on THURSDAY, the 22nd inst., at 1 P.M., taking Passengers and Freight for Japan, the United States, and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Port-au-Prince, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

First-class fares granted as follows:—To San Francisco, \$225.00; To San Francisco and return, \$395.75; available for 6 months.

To Liverpool, \$25.00; To London, \$32.00; To other European Ports at proportionate rates.

Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese Customs, to be obtained on application.

Passengers by this line have the option of proceeding Overland by the Southern Pacific and Connecting Lines, Central Pacific, Northern Pacific or Canadian Pacific Railways.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10 per cent. This allowance does not apply to those travelling from China and Japan to Europe.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full, and name will be received at the Company's Office in sealed envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 104, Queen's Road Central.

C. D. HARMAN, Agent.

Mails.

CANADIAN PACIFIC STEAMSHIP AND RAILWAY COMPANIES.

PROPOSED SAILINGS FROM HONGKONG, 1890.

(Subject to Alteration.)

PARTHIA, THURSDAY, Jan. 8th.

BATAVIA, THURSDAY, Feb. 5th.

THE Steamship

"PARTHIA" Captain Pantou, R.N.R., sailing at NOON, on THURSDAY, the 8th January, will proceed to VANCOUVER, via INLAND SEA, ROBE, and YOKOHAMA.

RATES OF PASSAGE.

FROM HONGKONG, FIRST CLASS.

To Vancouver and Victoria, \$210.00; To Port Townsend, Seattle, Tacoma, \$215.00; To Portland, Oregon, \$220.00; To Winnipeg, Minneapolis, St. Paul, \$250.00; To Chicago, Kansas City, Milwaukee, \$275.00; To St. Louis, Detroit, Cincinnati, \$280.00; To Hamilton, Kingston, London (Ont.), Ottawa, Toronto, Montreal, New York, Albany, Buffalo, Niagara Falls, Baltimore, Philadelphia and Washington, \$290.00.

To Quebec, Boston, Portland (Maine), \$295.00; To Halifax, St. John's, \$305.00; To London, via Liverpool, \$310.00; To Paris and Bremen, \$345.00; To Havre and Hamburg, \$355.00.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

Special rates (first-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials.

Return Tickets.—First and second class only. Prepaid return tickets to Pacific Coast Ports, and to Eastern and Interior Ports of Canada and U.S.A. will be granted, available for 6 months at 25 per cent. off Return Fare.

50 per cent. (This is reckoned from the date of landing to date of re-embarkation at Vancouver.)

Passengers to Pacific Coast Ports and to Interior and Eastern Ports of Canada and U.S.A. not holding prepaid return tickets, but who re-embark within 12 months from date of landing at Vancouver, will be allowed 10 per cent. off the return fare.

Prepaid return tickets to European ports will be issued available for 12 months at double fares (Mexican Dollars).

CARGO.—Through Bills of Lading issued to Japan, Pacific Coast Ports, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Ports should be in quadruplicate; and one copy must be sent forward by the steamer to the care of D. E. BROWN, Assistant General Freight and Passenger Agent, Canadian Pacific Railway Company, Vancouver, B. C.

Parcels must be sent to our Office with address marked in full by 5 P.M. on the day previous to sailing.

For further information as to Passage or Freight, apply to

ADAMSON, BELL & Co., Agents.

Hongkong, 29th December, 1890.

NORDDEUTSCHE LLOYD.

NOTICE

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, BRINDISI, GENOA, ANTWERP, BREMEN & HAMBURG.

PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS.

ALSO, LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—Cargo can be taken on through Bills of Lading for the principal ports in RUSSIA.

ON SUNDAY, the 18th day of January 1891, at 11 A.M., the Company's Steamship "PREUSSEN" Captain Reimknecht, with MAILS, PASSENGERS, SPECIE & CARGO, will leave this Port as above, calling at Genoa.

Shipping Orders will be granted till Noon. Cargo will be received on board until 4 P.M. Specie and Parcels until 3 P.M. on 17th January. (Parcels are not to be sent on Board; they must be left at the Agency's Office.) Contents and Value of Packages are required.

The Steamer has splendid Accommodation and carries a Doctor and Stewardess.

For further Particulars, apply to

MELCHERS & Co., Agents.

Hongkong, 22nd December, 1890.

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamship

"CHINA" will be despatched for SAN FRANCISCO, via YOKOHAMA, on THURSDAY, the 22nd inst., at 1 P.M., taking Passengers and Freight for Japan, the United States, and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Port-au-Prince, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

First-class fares granted as follows:—To San Francisco, \$225.00; To San Francisco and return, \$395.75; available for 6 months.

To Liverpool, \$25.00; To London, \$32.00; To other European Ports at proportionate rates.

Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese Customs, to be obtained on application.

Passengers by this line have the option of proceeding Overland by the Southern Pacific and Connecting Lines, Central Pacific, Northern Pacific or Canadian Pacific Railways.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10 per cent. This allowance does not apply to those travelling from China and Japan to Europe.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full, and name will be received at the Company's Office in sealed envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 104, Queen's Road Central.

C. D. HARMAN, Agent.

Consignees.

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

NOTICE

CONSIGNEES of CARGO per Steamship "GAELIC."

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for Counter-signature, and to take immediate delivery of their Goods from along-side.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

C. D. HARMAN, Agent.

Hongkong, 1st January, 1891.

PACIFIC MAIL STEAMSHIP COMPANY.

NOTICE

CONSIGNEES of Cargo per Steamship "CITY OF RIO DE JANEIRO."

are hereby notified that their goods are being landed and stored at their risk in the Company's Godowns at Wanchi, from whence delivery may be obtained on counter-signature of Bills of Lading.

Goods remaining unclaimed after the 5th proximo, will be subject to rent.

No Fire Insurance is effected.

CHAS. D. HARMAN, Agent.

Hongkong, 30th December, 1890.

G. FALCONER & CO.,

WATCH and CHRONOMETER MANUFACTURERS and JEWELLERS.

NAUTICAL INSTRUMENTS.

CHARTS and BOOKS.

No. 48, Queen's Road Central.

Hotels.

THE SHAMHEEN HOTEL.

BRITISH CONCESSION, CANTON.

THIS FIRST CLASS HOTEL, admirably situated within a few minutes walk of the River Steamer Wharves, is now open to receive Visitors.

The Bed-rooms are cool, airy and comfortably furnished, and the spacious Dining Room, Sitting Room, and accommodation generally will be found equal to the best Hotels in the Far East.

The Table d'Hôte is supplied with every luxury in season, and the cuisine is in experienced hands.

Wines, Spirits, Malt Liquors, etc., of the best quality only.

A. F. DO ROZARIO, Manager.

Hongkong, 4th November, 1890.

THE HOTEL MARINA.

THIS strictly FIRST CLASS HOTEL, now moored in the Harbour of Victoria, offers guests exceptional advantages for Healthfulness and Refreshing breezes, the avoidance of street noises, and unwholesome odours, etc.

Grand Promenade Deck, Airy Dining Room, Ladies' Parlor, Billiard and Reading Rooms, Commodious Bedrooms, with separate Bathroom and Verandah to each.

The Table d'Hôte is unexcelled.

The Hotel Launch runs regularly to and from Peddar's Wharf and the Hotel Free of Charge; for time table see Bills.

Hongkong, 13th August, 1890.

THE BOA VISTA.

BISHOP'S BAY, MACAO.

THIS House, situated on the sea shore in one of the best and healthiest parts of Macao, and commanding an admirable view facing the South, was OPENED as a HOTEL on the 1st July.

Every comfort will be provided for visitors, with excellent cuisine and choice Wines.

Hot, Cold, Shower and Sea Water Baths. Large and well Ventilated Dining, Billiard, and Reading Rooms, and well supplied Bar.

A small dairy is attached to the premises.

MRS. MARIA R. DOS REMEDIOS, Proprietress.

Hongkong, 13th August, 1890.

THE SHANGHAI CHROMO AND PHOTO LITHOGRAPHIC COMPANY, (LIMITED).

Chromo Lithographers, Photo Lithographers, Lithographers Colourprinters, Colour Manufacturers, etc.

CAPITAL 50,000 TAELS.

PAID UP 30,000 TAELS.

BOARD OF DIRECTORS:

H. VINAY, Esq., Chairman.

JOHN MANTLAND, Esq.

N. E. CORNISH, Esq.

YUN ZIN CHAI, Esq.

LUK KING NAM, Esq.

TSO TSZE CHIM, Esq.

GENERAL MANAGER:

R. A. DE VILLARD, Esq.

BANKERS:

THE DEUTSCH ASIATISCHE BANK.

THE Company assisted by foreign (English) Chinese Artists and under the management undertake artistic works of any kind, as reproduction of (Paintings and Lithographic Art works, colour printing of any kind, (almanacs, show cards, placards, plans, maps, charts, labels of every kind, Chops, etc.) in foreign and Chinese style. Embossing and printing of Monograms, fine art letter press, cards, programmes, menus, etc., etc.

WALTER W. BREWER, Sole Agent.

for Hongkong and the Southern ports.

Hongkong, 19th November, 1890.

J. & R. HARVEY & Co., DUNDASHILL DISTILLERY, GLASGOW.

Established 1770.

SCOTCH WHISKIES.

Finest Pure Malt Scotch Whisky.

O.H.M. Old Highland Malt Whisky.

F.O.S. Fine Old Scotch Whisky.

V.O.S. Very Old Scotch Whisky.

MESSRS. HARVEY & Co.'s Pure Malt Whiskies have for over fifty years commanded the largest sale in the English Market.

OF ANY WHISKY made in Scotland, and being thoroughly matured in Sherry Wood are very mild and mellow, and are confidently recommended where a Pure, Wholesome Spirit is desired.

Over one million Gallons produced annually.

For Prices and Samples, apply to

G. KENNIE STEWART, 10, D'Almeida Street, Hongkong.

Sole Agents for China and Japan.

Hongkong, 28th August, 1890.

W. S. MARTEN, ARTISTIC DECORATOR.

2, DUDDALL STREET, HONGKONG.

Hongkong, 6th April, 1890.

NOTICE.

HONGKONG & WHAMPOA DOCK COMPANY, LIMITED.

SHIPMASTERS AND ENGINEERS are respectfully informed that, if upon their arrival in this Harbour one of the COMPANY'S FOREMEN should be at hand, ORDERS FOR REPAIRS, if sent to the Head Office, No. 14, Praya Central, will receive prompt attention.

In the event of complaints being found necessary, communication with the Undersecretary is requested, when immediate steps will be taken to rectify the cause of dissatisfaction.

D. GILLIES, Secretary.

Hongkong, 26th August, 1890.

CHS. J. GAUPE & CO., CHRONOMETER, WATCH, AND CLOCK-MAKERS, JEWELLERS, SILVER-SMITHS, AND OPTICIANS.

CHARTS and BOOKS.

NAUTICAL INSTRUMENTS.

Sole Agents for London and Australia. Watches awarded the highest Prizes at every Exhibition; and for Yachting and other celebrated OPERA GLASSES, MARINE GLASSES and OPTICALS.

No. 14, Queen's Road Central.

Intimations.

NOTICE OF 5TH AND FINAL CALL.

LABUK PLANTING Co., LIMITED.

NOTICE is hereby given that the 5th and FINAL CALL of \$15 per Share, on the 4,000 Shares, numbered 1001/1000 is payable to the Hongkong and Shanghai Banking Corporation on or before the 15th January, 1891, and Calls not paid on said date are liable to pay interest at the rate of 12 per cent per annum.

The TRANSFER BOOKS will be CLOSED from the 5th to the 15th January, 1891, both days inclusive.

TURNER & Co., General Managers.

Hongkong, 13th December, 1890.

THE HONGKONG LAND INVESTMENT AND AGENCY COMPANY, LIMITED.

NOTICE is hereby given that an EXTRA-ORDINARY GENERAL MEETING of SHAREHOLDERS will be held at the City Hall, Hongkong, on THURSDAY, the 8th day of January, 1891, at 12 o'clock noon, when the following special resolution will be submitted, viz.:

"That in pursuance of the Companies (Memorandum of Association) Ordinance, 1860, the provisions of the Company's existing Memorandum of Association with respect to the objects of the Company be altered by eliminating from the 2nd and 3rd lines of the 3rd clause of the said Memorandum of Association the words 'in the colony of Hongkong and its Dependencies (but not elsewhere),' and by substituting therefor the words 'in any part of the world.'"

The REGISTER of SHARES of the Company will be CLOSED from Monday the 5th to Thursday the 8th January, 1891, both days inclusive, during which period no Transfer of Shares can be registered.

By order of the Board of Directors, A. SHELTON HOOPER, Secretary.

to the Hongkong Land Investment & Agency Co., Ltd.

Hongkong, 27th December, 1890.

GREEN ISLAND CEMENT COMPANY, LIMITED.

NOTICE

NOTICE is hereby given that an EXTRA-ORDINARY MEETING of the SHAREHOLDERS of this Company will be held at the Hongkong Hotel, on MONDAY, the 19th January, at Noon precisely, for the purpose of Confirming the Special Resolution passed this day, that the Articles of Association of the Green Island Cement Company, Limited, be amended by adding at the end of Article 6th the words following:—

"Any Share, in respect of which all the instalments shall not have been paid on or before the Sixteenth day of January, 1891, shall be forfeited, and any Shares so forfeited shall be deemed to be the absolute property of the Company and may be re-allotted or otherwise disposed of as the General Manager shall determine, and any Member whose Shares shall have been forfeited shall, notwithstanding such forfeiture, be liable to pay to the Company all instalments due in respect of such Shares at the time of forfeiture."